

## Amendments to the Claims

1. (Currently Amended) A transmission suspension structure for a transmission of a rear engine vehicle, mainly buses, where ~~the~~ a drive engine and ~~the~~ a gearbox are built uniaxially to form a rigid transmission unit, which has suspension brackets in front of and behind ~~the~~ a center of gravity of the unit, ~~in with respect of to the~~ a geometric axis of rotation of ~~its~~ a main axis of the transmission unit, the suspension bracket(s) behind the center of gravity is (are) adjoined to the gearbox, ~~a further different~~ two of the suspension brackets are adjoined to the respective lower ends of the two suspension bars holding the transmission unit, and at ~~the~~ upper ends of the said suspension bars there are flexible adjoining members for linkage to the body of the ~~bus rear engine vehicle~~ in the vicinity of its right hand side and left hand side walls, and wherein ~~characterised in that~~ on each side of the drive engine ~~/3/ in front of the center of gravity~~ there is a flexible one of said two different suspension brackets ~~/8, 9/ and that is~~ connected to ~~them there is a~~ lower end of a respective suspension bar ~~/20/ for each~~, which suspension bars are arranged inclined towards the center of gravity of the transmission unit ~~/24/~~ and also towards the sidewalls of the body.

2. (Currently Amended) The mechanism according to Claim 1, ~~characterised in that~~ wherein a longitudinal axis of each of the suspension bars ~~/20/~~ - projected to ~~the~~ a centerline of the body - includes an angle of ~~approx.~~ approximately 15 degrees with the vertical.

3. (Currently Amended) The mechanism according to Claim 1, ~~characterised in that~~ wherein a longitudinal axis of each of the suspension bars ~~/20/~~ - projected to the cross sectional vertical plane of the body - includes an angle of ~~approx.~~ approximately 30 degrees with the vertical.

4. (Currently Amended) The mechanism according to Claim 1, ~~characterised in that~~ wherein at the upper and/or lower end ~~/23/ of each~~ the suspension bar ~~/20/~~, the flexible jointing member is designed as a rubber joint ~~/24/~~, which has a through pin ~~/22/~~ normal to ~~the~~ a longitudinal axis of the suspension bar ~~/20/~~ with a fixing member on both sides of the rubber joint ~~/24/~~.